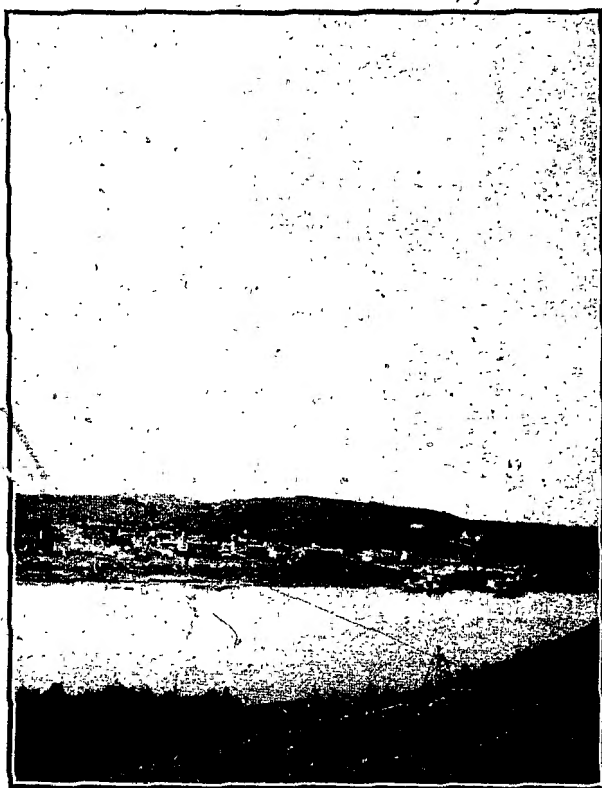


PEACE RIVER COUNTRY

AND HOW TO REACH IT



Athabasca Landing, the Gateway to the Peace River District

CANADIAN NORTHERN RAILWAY

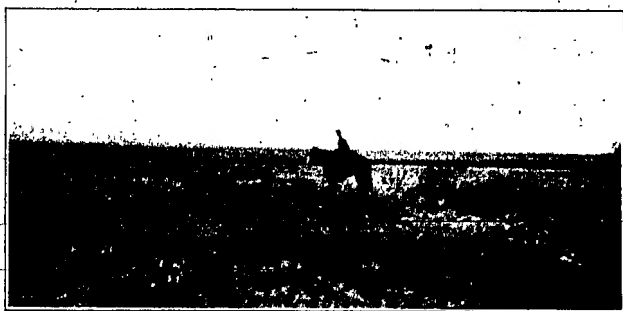
Issued by General Passenger Department
March, 1913

Introduction

FOR many years people have been hearing of the PEACE RIVER COUNTRY. It was considered, even acknowledged to be, a land where splendid climatic conditions prevailed, and where, also, the soil was wonderfully fertile. But it seemed to be so far away that it was associated, generally speaking, with prospectors, pioneers and trappers.

Now since the Canadian Northern Railway has completed its line from Edmonton to Athabasca Landing, the difficulties of reaching the homesteads have been removed, if not entirely, at least to such an extent that it is comparatively easy to reach this great land of opportunity.

No unusual difficulties are encountered on the journey from Athabasca Landing to the Peace River District. It is never necessary to camp out, as stopping places are distributed all along the route.



Wide-Spreading Grande Prairie

The Peace River Country



HE Peace River Country is practically the whole Northern portion of the Province of Alberta, including part of British Columbia, the known agricultural district being approximately 275 miles by 300 miles. Peace River Landing, at the junction of the Smoky River and the Peace, is practically the centre of the district.

As the crow flies, it is about 220 miles from Edmonton to Peace River Landing, and from Athabasca Landing about 150 miles.

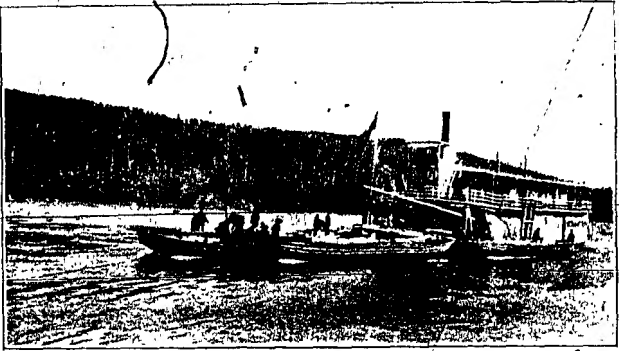
Grouard, at the west end of Lesser Slave Lake, the head of navigation, is reached by steamer from Athabasca Landing. From Grouard it is 70 miles to the Peace River itself. Trails lead to all districts of the Peace River Country from Grouard.

HOW TO GET THERE

In the Summer Season (about May 1st to October 31st). —Canadian Northern Railway from Port Arthur, Duluth and Winnipeg to Athabasca Landing, thence by steamer to Mirror Landing. Mirror Landing is where the Lesser Slave River joins the Athabasca River. At Mirror Landing there is a small portage or "carry" overland by an excellent wagon trail for 15 miles to Norris Landing. This wagon transport is operated by the Navigation Company, and the trip is made to avoid the Rapids. From Norris Landing to Grouard is a 75-mile run by another steamer, which makes connections.



A Bit of Meadowland in the Peace River Country



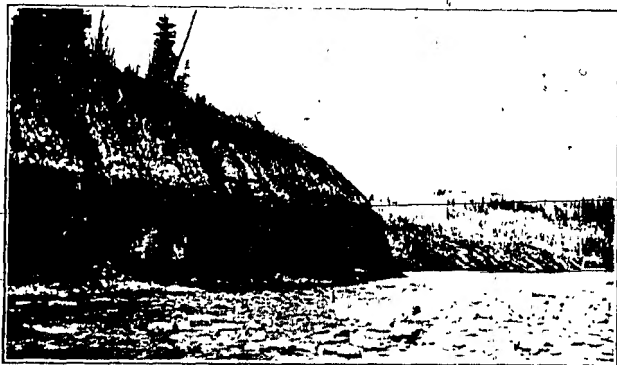
Steamer on the Athabasca River between Athabasca Landing and Mirror Landing, moving Four Barges

In the Winter Season (about November 15th to March 31st).—Canadian Northern Railway from Port Arthur, Duluth and Winnipeg to Athabasca Landing. From Athabasca Landing the trail follows along on the ice of the Athabasca River to Lesser Slave River and then follows up this river to about 20 miles from where the river leaves the lake; at this point the trail leaves the river and goes overland to Lesser Slave Lake. The ice on Lesser Slave Lake is then followed to Grouard. There are stopping places where hay and light supplies may be obtained along the trail.

WHERE THE DIFFERENT DISTRICTS OR PRESENT SETTLEMENTS ARE LOCATED

Name of Settlement.	Distance from Grouard.	Direction.
Big Prairie.....	10 miles	West.
Heart River Settlement....	5 "	North
Salt Creek Settlement.....	5 "	North-east.
Winagimew.....	25 "	North-west.
Sturgeon Lake Settlement...	70 "	West.
Peace River Landing.....	80 "	North-west.
Swan River or Lake Shore .	50 "	South-east.
Little Prairie.....	55 "	North-west.
Dunvegan.....	144 "	North-west.
Peace River Landing to Dunvegan, including Shaftesbury, Cold Springs, Burnt River, Waterhole, along Peace River.....	64 "	South-west from Dunvegan.
From Burnt River on Dunvegan Trail. to Hay Lake Settlement.....	22 "	from Burnt River.
Spirit River.....	135 "	West from Grouard.
Grande. Prairie.....	60 "	South of Dunvegan and
	140 "	from Grouard West.
Pouce Coupe, B.C.....	60 "	from Dunvegan.
To Clear Sky Hills and River	70 "	from Dunvegan West.

Down the Peace River from Peace River Landing there are numerous Settlements to as far as Vermilion (300 miles), some of them 30 miles back from the river.



Coal Outcropping in the Peace River District

DESCRIPTION OF DISTRICTS OR SETTLEMENTS

Big Prairie.

Soil.—Chocolate clay loam, from two to fifteen feet deep, water abundant, numerous creeks, lakes, ponds, etc.

Climate.—Similar to the Edmonton climate.

Products.—All cereals, vegetables, etc.; that can be grown anywhere else in Western Canada. This is a very high rolling prairie country, cut up with ravines, with plenty of timber, fuel and lumber. Coal seams appear along the banks in the upper parts of the creeks and rivers.

The Heart River Settlement, and Salt Creek Settlement have the same climatic and other conditions as described above, except that the soil is a beautiful black loam, from eight to twelve inches deep, with clay sub-soil. The country is a rolling prairie of a park-like nature, with plenty of wood, water and timber. There is also a great deal of wild fowl in the country, and other game.

Winagimew District.—Very similar to the Heart River District, black loam, good water; general description of the country is a succession of prairie, bluffs, forests, lakes and rivers. Very beautiful country.



Luscious Grass on Grande Prairie



Settlers Stacking Hay

Sturgeon Lake District.—The soil is rich black loam, from eight to twelve inches deep, with a clay sub-soil; water abundant and easily reached. Country served with many lakes and streams, and of a park-like nature. This district is subject to Chinook winds, and is considered by many to be a milder climate than 200 miles south. All kinds of small wild berries grow in abundance, wild grass and pea-vine grow luxuriantly and there is plenty of water and timber close at hand.

Swan River District.—Very similar to Heart River and Salt Creek Districts.

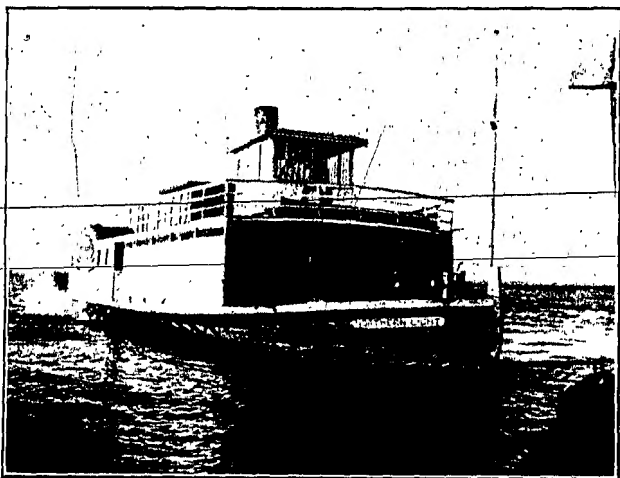
Little Prairie District.—Similar to Heart River and Salt Creek Districts.

Peace River Landing to Dunvegan.—From Peace River Landing and up to Dunvegan the settlement follows along the river, the soil on the highlands being rich black loam with clay sub-soil; water, timber and wood are easily obtained. Anything that grows in other parts of Western Canada can be grown in this country. The land in the River Valley is a little lighter than that up on the highlands, but is an exceptionally good, black, sandy loam.

The names of the Settlements between Peace River and Dunvegan are, proceeding up the river: Shaftesbury, Cold



Finishing the Diamond Hitch



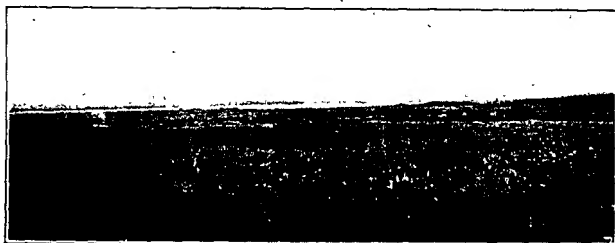
Steamer "Northern Light" on Lesser Slave Lake

Springs, Burnt River and Waterhole. From Burnt River, on the Dunvegan trail, a trail leads to Hay Lake, about 22 miles north. This country is of a similar nature.

Spirit River District.—This District is on the south side of the Peace River, and about fifteen to twenty miles south of Dunvegan, but may be reached by trail direct from Grouard. Soil is of a black sandy loam, very deep, with a clay sub-soil, with numerous lakes and rivers. This district is specially subject to Chinook winds, and very often very mild winters are experienced. Cereals and vegetables grow to perfection here and tomatoes ripen out. Horses very commonly winter out comfortably. Frost does not appear until some time in late September. This prairie district practically extends to the Grande Prairie.

Grande Prairie District.—Picturesque rolling prairie, studded with lakes, intersected by rivers and within sight of the white-capped peaks of the Rockies. The soil is very rich black loam, ranging from three to six feet in depth. The climate similar to Edmonton District, although the warm Chinook wind is felt during the winter.

Pouce Coupe District.—This District is a plateau of a park-like nature, broken by deep valleys near the Peace River. The Chinook is very common in this District, and horses thrive in the open all winter long. There is in the Pouce Coupe District a prairie of about 45 to 50 miles, with soil of an excellent dark loam. Wheat, oats, barley and all



Grande Prairie—Bear Lake in the Distance



Winter in the Peace River District

vegetables are grown; strawberries, saskatoons and cherries of two varieties grow profusely and are loaded down in season. Clear Sky Hills, River and District are very similar to Pouce Coupe District.

From Peace River Crossing to Fort Vermilion, a distance of about 240 miles, Settlements are being made pretty well all along the river, and at many places back as far as 30 miles. Twelve or fifteen miles below the Crossing, on the west side of the river, are open prairies, with rich soil. Tar and natural gas springs are reported in this district.

At Battle River there is a Settlement; the land is reported to be very rich, grass growing luxuriantly in the park-like country. There is quite a large settlement at Carcajou point.

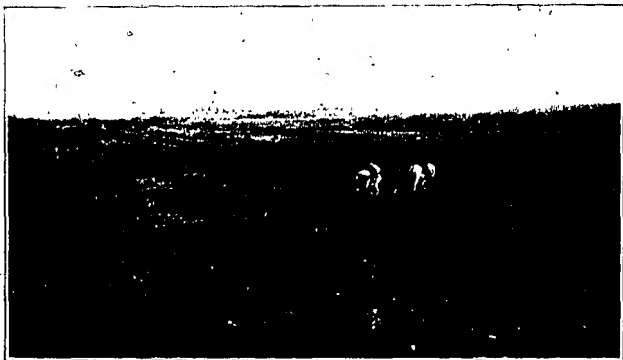
Fort Vermilion Settlement.—The oldest Settlement in the Peace River District, and one of the farthest north. Wheat has been successfully grown for 25 years. Flour mills, saw mills, etc., are located at this point. The settlers here are all successful and well-to-do.

GENERAL INFORMATION

Speaking of the Peace River District, from Hudson's Hope to the rapids below Fort Vermilion, Hulbert Footner, in the "Outing" Magazine, states: "From Hudson's Hope to Vermilion Rapids, a distance of nearly six hundred miles, the river pursues its serene course without a break. This is the 'Peace River Country,' of rising agricultural fame. On both sides of



The Smoky River Valley



On Pouce Coupe Prairie

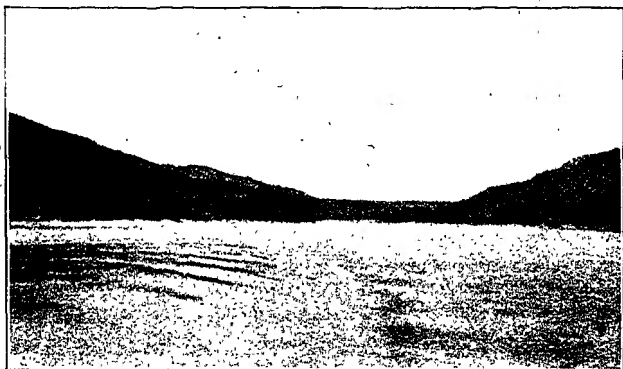
practically the whole way the land is of great richness, particularly to the north and west, where the prairies roll back farther than any white man has been to see. At long intervals down the river one or two little communities are beginning to break ground. It is the 'Last West.'

The Peace River, between Peace River Landing and Fort Vermilion, is a magnificent stream, being dotted with numerous islands covered with heavy growth of good timber.

The Hudson Bay Company operate a Steamer on the river, which makes regular trips. Supplies for this country, generally speaking, have to be taken in by the settler, but the Hudson Bay Company, Revillion Frères and some independent traders have established general stores at all the larger settlements.

The stores in the town of Grouard will supply all the ordinary needs of the settler. A market for all produce at the present time is found with the incoming settlers, the prices being very steady and attractive, and it is very likely that this market will continue firm until the railroad reaches the country, and settlers will be able to ship their produce out.

The Government have established experimental farms at different places, the most northerly one being at Fort Vermilion, described by Hulbert Footner in the "Outing" Magazine, in the following words: "It transpired that we had landed at the Dominion experimental station at Vermilion—Robert Jones was in charge. Upon his invitation we climbed the bank to



The Peace River



Royal Northwest Mounted Police Post at Lesser Slave Lake

see what could be grown so far north. The display was astonishing; we saw currant bushes laden with ripe fruit and nearly every kind of vegetables, including asparagus, corn and tomatoes, as well as the hardier kinds. The corn and the tomatoes do not always ripen fully, but the experiment station is only three years old and the superintendent is confident of getting them yet. The cereals and the leguminous plants are the finest I ever saw; in fact, anything that can be made to grow at all in the north reaches a greater perfection here than elsewhere. This is true, as well, of the flowers. The flower garden of the station was a wonderful blaze of color. The star attraction was a rose-bush in full bloom, and this north of latitude fifty-eight!"

Speaking of the Dunvegan District the same writer says: "For many years Mr. Fred Bedson has been raising astonishing vegetables here, including corn and tomatoes, as well as the hardier kinds. He gave us a turnip as big as either of our heads and the finest heads of lettuce I ever saw."

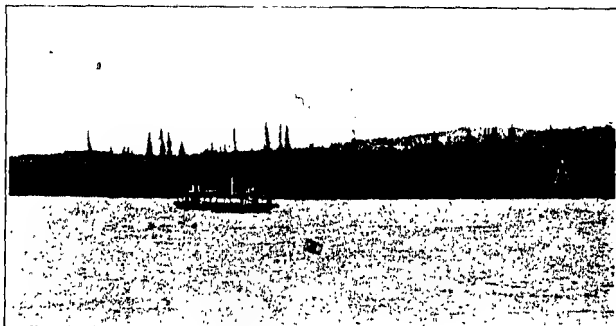
Mounted Police are stationed at many places throughout the District, including Fort Vermilion, Peace River Landing, Sturgeon Lake, Grouard and Sawridge, where Lesser Slave River leaves Lesser Slave Lake, the country being most law-abiding.

Schools, under the auspices of the Government, have been started in many of the Settlements and the Post Office Department is gradually extending the mail routes to include all important points. The Government Telegraph has also reached Peace River Landing, and messages can be sent to all parts of the world that have telegraphic communication.

The Steamers operate between Athabasca Landing and Grouard, from the latter part of April to October, carrying both



A Camp Scene in the Peace River District



Athabasca Ferry

passengers and freight. The trip one way is made in three days. The fare from Athabasca Landing to the West end of Lesser Slave Lake was \$15.00 last year. These fares include berths, when available, but do not include meals, which were sold 50 cents each on board the Steamer last year. The Steamers sailed twice a week last year.

Intending settlers should communicate with the Agent of the Northern Transportation Company, Limited, Athabasca Landing, or Hudson Bay Company's Agent at that point, to get particulars of sailings.

HOMESTEADS

There are over 14,000 surveyed Homesteads open for settlement in the Peace River District, the country being surveyed into Townships, Ranges and Sections, in sufficiently large areas to last the Settlement for some time to come. New surveys are being made and added every summer.

The Passenger Department will be glad to give the intending settler a description of each of any of the following Townships, in the Ranges as shown:

LIST OF TOWNSHIPS ON WHICH THE CANADIAN NORTHERN CAN GIVE DETAILED INFORMATION.

West of the Fifth Meridian—

TOWNSHIPS.	RANGE.
72, 74, 76, 80.....	9
72, 73, 74, 76, 80.....	10
72, 73, 76, 80.....	11
72, 73, 74, 76, 80.....	12
72, 73, 74, 76, 80.....	13
72, 73, 74, 75, 76, 77, 80.....	14
72, 73, 74, 75, 76, 77, 80.....	15
72, 73, 74, 75, 76, 77, 80.....	16
72, 73, 74, 75, 76, 80.....	17
72, 76, 80.....	18
72, 73, 76, 77, 80, 81.....	19
68, 72, 75, 76, 77, 81.....	20
68, 72, 75, 76, 77, 78, 79, 80, 81.....	21
68, 72, 75, 76, 77, 78, 79, 80, 83, 84.....	22
68, 72, 75, 76, 77, 80, 82, 83, 84.....	23
68, 72, 76, 80, 81, 82, 84.....	24
68, 72, 76, 77, 78, 79, 80, 81, 84.....	25
68, 72, 77, 78, 79, 80, 81.....	26
68.....	27

West of the Sixth Meridian—

TOWNSHIPS.	RANGE.
68, 69, 70, 71, 72, 73, 74, 75, 76, 81, 82, 85, 86, 87, 88.	1
68, 71, 72, 81, 83.....	2
68, 71, 72, 73, 74, 77, 78, 79, 80, 81, 83, 84.....	3
68, 71, 72, 74, 80.....	4
68, 71, 72, 73, 74, 77, 78, 79.....	5
68, 71, 72, 73, 74, 77, 78, 80.....	6
68, 70, 71, 72, 73, 74, 77, 78, 80.....	7
68, 70, 71, 72, 73, 74, 76, 80.....	8
68, 70, 71, 72, 73, 74, 80.....	9
68, 69, 70, 71, 72, 73, 74, 80.....	10
68, 69, 70, 71, 72, 73, 74, 75, 76, 80.....	11
68, 69, 70, 72, 75, 76, 80.....	12
68, 77, 78, 79, 80, 81, 82.....	13
68, 77, 78, 79, 80.....	14
77, 78, 79, 80.....	15

In the Lesser Slave Lake Country will be found homesteads specially adapted to mixed farming, described as park land, usually small poplar woods interspersed with peavine prairie; water is good and easily obtained; fuel abundant. In the Peace River Country proper, there is more prairie land, but fuel, water and timber for building purposes are there in abundance.

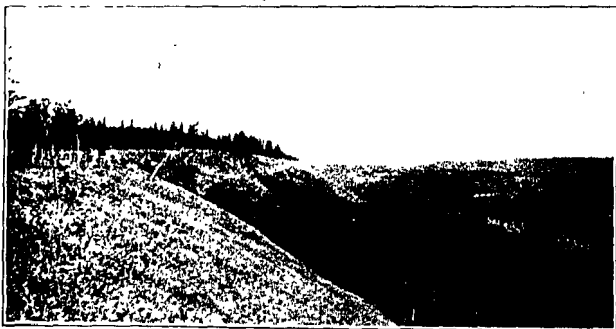
No unusual difficulties are encountered on the journey from Athabasca Landing to the Peace River District. It is never necessary to camp out, as stopping places are distributed all along the route. In winter time heavy traffic should, however, leave Athabasca Landing early enough to travel the whole route by sleighs.

The stopping places are usually six or eight miles apart. These places consist of large stables capable of holding twelve to thirty teams, and a bunk-house, the latter having a stove for travellers to cook their own meals. In many places meals are furnished. The bunk-house is generally free, travellers furnishing their own blankets, the charge being made for hay and the use of the stable.

The attention of intending settlers and travellers to the Peace River District is particularly directed to the route via Athabasca Landing, which is recognized as the proper way into the country, as the main body of traffic is moving over this route. Good facilities are afforded settlers and those taking in merchandise.



Pouce Coupe Prairie



South Pine Valley from the Plateau

LIST OF DOMINION LAND OFFICES AND SUB OFFICES

Who are authorized to register Homestead Entries and are prepared, to give information to intending settlers.

WINNIPEG LAND DISTRICT

Land Office, Winnipeg, Man.

EDMONTON LAND DISTRICT

Land Office, Edmonton, Alta.	Sub Office, St. Paul de Metis, Alta.
Sub Office, Athabasca Landing, Alta.	Sub Office, Saddle Lake, Alta.
Sub Office, Ft. Saskatchewan, Alta.	Sub Office, Whitford, Alta.
Sub Office, Vegreville, Alta.	Sub Office, Pine Creek, Alta.
Sub Office, Innisfree, Alta.	Sub Office, Lloydminster, Alta.
Sub Office, Vermilion, Alta.	Sub Office, Bellvedere, Alta.
Sub Office, Frog Leg, Alta.	Sub Office, Lac la Biche, Alta.
Sub Office, Bonnyville, Alta.	Sub Office, Durlingville, Alta.
Sub Office, Greencourt, Alta.	Sub Office, Cold Lake, Alta.

GRANDE PRAIRIE LAND DISTRICT

Land Office, Grande Prairie P.O., Alta. Sub Office, Shaftesbury P.O., Alta.

LESSER SLAVE LAKE LAND DISTRICT

Land Office, Grouard P.O., Alta.



Wild Parsnip Growing in Peace River District

Homestead Regulations

Any quarter-section vacant and available of Dominion land in Manitoba, Saskatchewan or Alberta, excepting 8 and 26, may be homesteaded by any person the sole head of a family, or any male over eighteen years of age, and is a British subject, or declares intention to become a British subject, on payment of an entry fee of \$10.

A widow having minor children of her own dependent on her for support is permitted to make homestead entry as the sole head of a family.

~~Entry must be made in person, either at the land office for~~ the district or at the office of a sub-agent authorized to transact business in the district, except in the case of a person who may make entry for a father, mother, son, daughter, brother or sister, when duly authorized by the prescribed form, which may be had from your nearest Government agent.

A homesteader may perform residence duties by living in habitable house on homestead for six months in each of three years.

A homesteader may perform the required six months' residence duties by living on farming land owned solely by him, not less than eighty (80) acres in extent, in the vicinity of his homestead. Joint ownership in land will not meet this requirement.

If the father (or mother, if the father is deceased), or son, daughter, brother or sister, of a homesteader, has permanent residence on farming land owned solely by them, not less than eighty (80) acres in extent, in the vicinity of the homestead, or upon a homestead entered for, by them in the vicinity, such homesteader may perform his own residence duties by living with the father (or mother). The term "vicinity" in the two preceding paragraphs is defined as meaning not more than nine miles in direct line, exclusive of the width of road allowance crossed in the measurement.

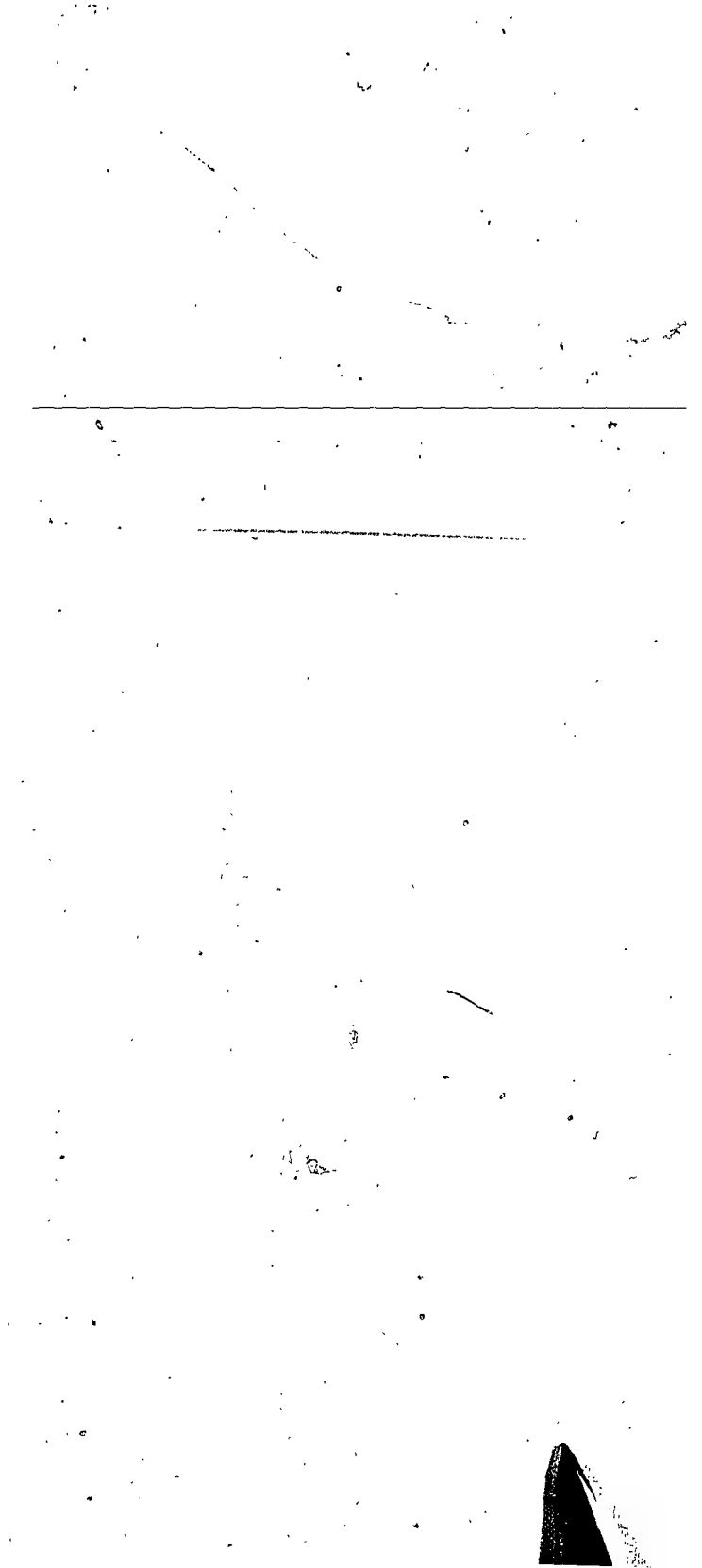
A homesteader performing residence duties while living with parents or on farming land owned by himself must so notify agent for district and keep him informed as to his post-office address. Otherwise his entry is liable to cancelled.

Six months' time is allowed after entry before beginning residence.

A homesteader residing on homestead is required to break 30 acres of the homestead (of which 20 must be cropped) before applying for patent. A reasonable proportion of cultivation duties must be done during each year.

When the duties are performed under regulations permitting residence in vicinity, 50 acres must be broken (of which 30 must be cropped).

Application for patents may, on completion of duties, be made by homesteader before an agent or homestead inspector, or before a sub-agent for district.



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PEACE RIVER COUNTRY

SHOWING

TRAILS AND SETTLEMENTS.



LEGEND:

Govt Lands reserved for Settlers only, shown thus

Approximate boundaries of Land staked for Purchase, but unsurveyed

Wagon Roads

Trails

Telegraph Line

Post Office

Hudson's Bay Posts

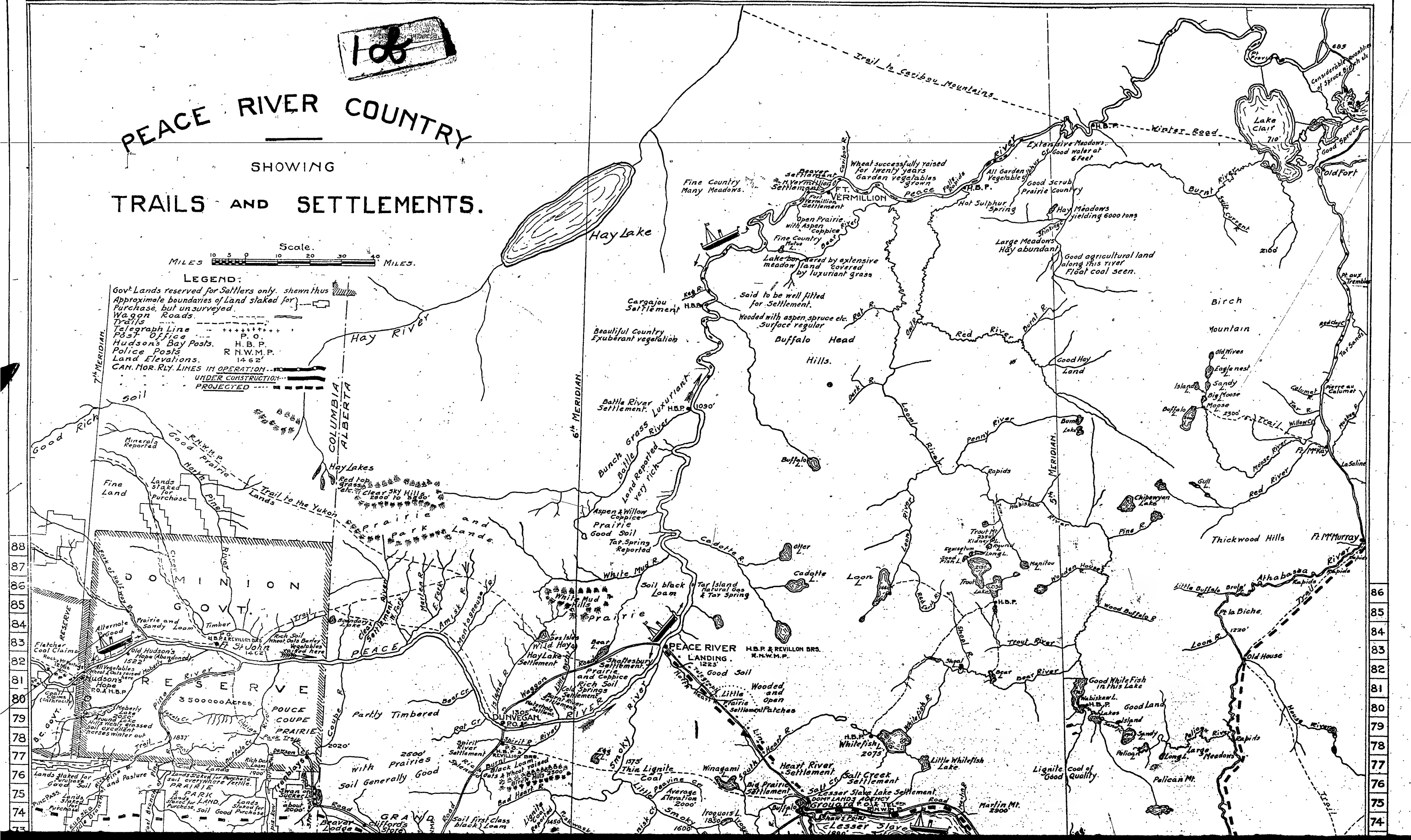
Police Posts

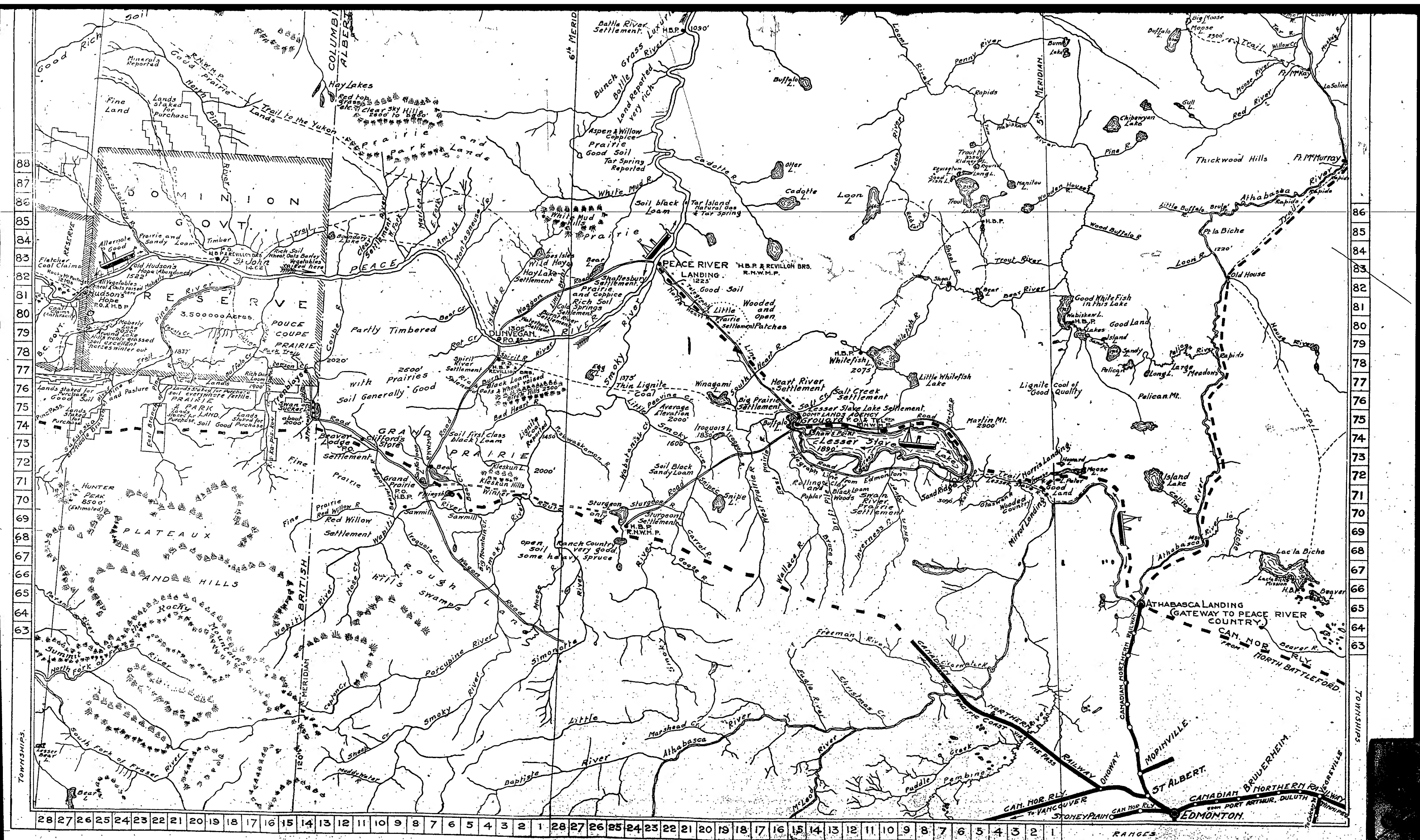
Land Elevations

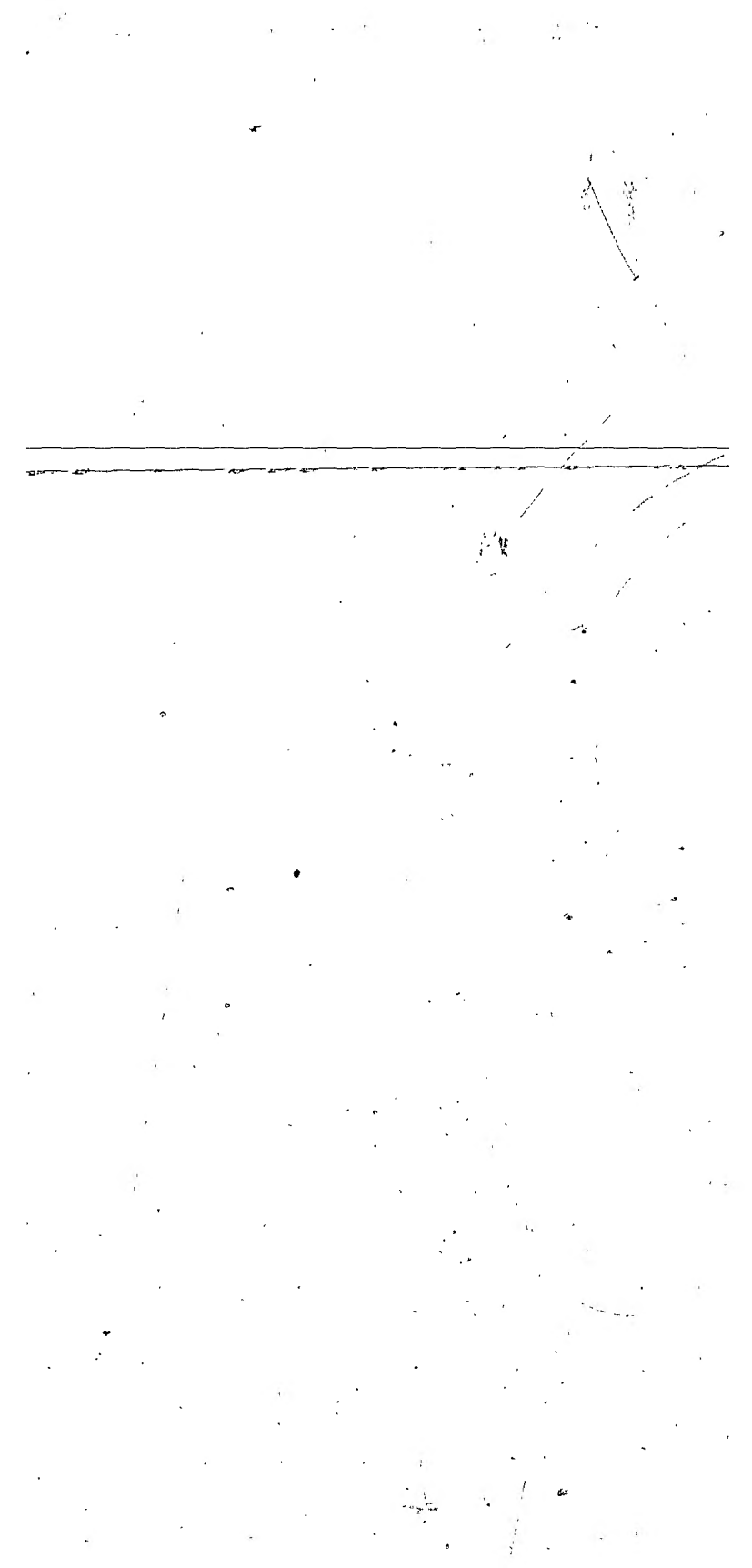
CAN. MOR. RLY. LINES IN OPERATION

UNDER CONSTRUCTION

PROJECTED







Freight Regulations FROM EASTERN CANADA ON SETTLERS' EFFECTS

The rates on Settlers' Effects, published in the freight tariffs of this Company, are subject to the general rules and conditions of carriage printed in the Company's form of Shipping Receipts, and will apply only on shipments consigned to actual settlers, and are entirely exclusive of cartage at stations where this service is performed by the Railway Company's Cartage Agents.

Less than Carload shipments will be understood to mean only Household Goods (second-hand), Waggon or other vehicles (second-hand), (will not apply on Automobiles, Omnibuses, Hearses, or similar vehicles) for personal use, and second-hand Farm Machinery, Implements and Tools. ~~Less than carload lots must be plainly addressed.~~

The minimum charge for less than carload shipments will be 100 lbs. at regular first-class rate.

Carloads of Settlers' Effects, within the meaning of the term, and as published in the freight tariffs of this Company, may be made up of the following described property for the benefit of actual settlers, viz.: Live Stock, any number up to, but not exceeding, ten (10) head all told, viz.: Cattle, calves, sheep, hogs, mules or horses; Household Goods and personal property (second-hand); Waggon or other vehicles (will not apply on Automobiles, Omnibuses, Hearses or similar vehicles) for personal use (second-hand); Farm Machinery, Implements and Tools (all second-hand); Softwood Lumber (Pine, Hemlock, Basswood or Spruce only), and Shingles, which must not exceed 2,000 feet in all, or the equivalent thereof; or in lieu of, not in addition to, the lumber and shingles, a Portable House may be shipped; Seed Grain; small quantity of Trees or Shrubbery; small lot Live Poultry or Pet Animals, and sufficient Feed for the Live Stock while on the journey.

Free Transportation.—One man will be passed free in charge of full carloads of Settlers' Effects, when containing live stock, to feed, water, and care for them in transit. No return transportation will be granted.

Settlers' Effects, to be entitled to carload rates, must consist of a carload from one point of shipment to one point of destination. Carload shipments will not be stopped in transit for completion or partial unloading.

The minimum carload weight of 24,000 lbs. is applicable only to cars not exceeding 36 feet 6 inches in length, inside measurement; larger cars will not be used for this purpose. If the actual weight of the carload exceeds 24,000 lbs., the additional weight will be charged for at the carload rate.

Nothing may be loaded on the top of box or stock cars, as it is dangerous and therefore absolutely forbidden.

Additional Live Stock.—If a settler wishes to ship more than ten head of live stock in a car, the additional animals will be charged for at the less than carload live stock rate (at minimum weights as per Canadian Freight Classification), but the total charge for the car will not exceed the rate for a straight carload of live stock.

Merchandise, such as Groceries, Provisions, Hardware, etc., also Implements, Machinery, Vehicles, etc., if new, will not be regarded as Settlers' Effects, and if shipped, will be charged the regular class tariff rates.

Settlers' Effects rates will not apply on shipments of second-hand Waggon, Buggies, Farm Machinery, Implements or Tools, unless accompanied by Household Goods.

OFFICERS OF THE TRAFFIC DEPARTMENT.

GEO. H. SHAW, General Traffic Manager, Toronto, Ont.

R. CREELMAN.....General Passenger Agent, Western Lines.....Winnipeg, Man.
 GEO. STEPHEN.....General Freight Agent, Western Lines, Winnipeg, Man.
 R. L. FAIRBAIRN...General Passenger Agent, lines east of Port Arthur in Ontario and Quebec. Toronto, Ont.
 GUY TOMBS.....General Freight Agent, lines east of Ottawa in Ontario and Quebec. Montreal, Que.
 F. A. SHAW.....Division Freight Agent.....Toronto, Ont.
 P. MOONEY.....General Freight and Passenger Agent, Halifax & South Western Railway, Halifax, N.S.
 OSBORNE SCOTT...Asst. General Passenger Agent, Western Lines.....Winnipeg, Man.
 JAS. MORRISON...Asst. General Passenger Agent, lines east of Pt. Arthur in Ontario and Quebec.....Montreal, Que.
 W. G. MANDERS...Asst. General Freight Agent, Western Lines.....Winnipeg, Man.
 S. McELMOYLE...Freight Claims Agent, Western Lines, Winnipeg, Man.
 H. MOORE.....Freight Overcharge Adjuster, Western Lines.....Winnipeg, Man.
 H. McDONALD...Freight Claims Agent, lines east of Ottawa in Ontario and Quebec. Quebec, Que.
 WM. STAPLETON...District Passenger Agent.....Saskatoon, Sask.
 J. PAUL.....District Freight Agent.....Winnipeg, Man.
 J. M. MACRAE...District Freight Agent.....Saskatoon, Sask.
 J. M. HORN.....District Freight Agent.....Edmonton, Alta.
 J. A. TAIT.....District Freight Agent.....Regina, Sask.
 GEO. R. FAIRHEAD. District Freight Agent.....Hamilton, Ont.
 A. BROSTEDT...District Freight Agent.....Calgary, Alta.

PRINCIPAL AGENCIES.

BELLEVILLE, ONT...J. A. Burke, City Ticket Agent.....318 Front St.
 L. W. Buller, Agent.....C.N.O. Station
 BOWMANVILLE, ONT. D. Harrison, Ticket Agent.....Power Block
 BRANDON, MAN...W. Stott, Ticket Agent.....C.N.R. Station
 B. R. Marables, Contracting Fgt. Agt., C.N.R. Station
 CHICAGO, ILL.....R. H. Bell, General Agent.....66 West Adams St.
 L. A. Summerhayes, Traveling Agent: 66 W. Adams St.
 CALGARY, ALTA...O. A. Thomas, Agent.....C.N.R. Station
 DULUTH, MINN...J. H. McKinnon, General Agent. 424 W. Superior St.
 A. W. Martin, Traveling Agent.....
 EDMONTON, ALTA...J. Madill, City Ticket Agent....43-45 Jasper Ave. E.
 J. T. Hamlin, Trav. Pass. Agent....43-45 Jasper Ave.
 HALIFAX, N.S.....G. C. Farish, Trav. Fgt. & Pass. Agent. 123 Hollis St.
 A. Hector, City Ticket Agent.....123 Hollis St.
 MONTREAL, QUE...C. A. Langevin, Trav. Pass. Agent. Can. Nor. Ry. Bldg.
 226-230 St. James St.
 F. A. Boudreault, City Ticket Agent. 226-230 St. James St.
 W. F. Barry, City Freight Agent.....
 OSHAWA, ONT....L. Horne, Ticket Agent.....17 Simcoe St. South
 OMOHA, NEB.....K. E. McLeod, Traveling Agent.. 209 Woodmen of The World Bldg.
 OTTAWA, ONT....S. J. Montgomery, City Pass. Agt.....34 Sparks St.
 M. A. Thomson, City Freight Agent.....
 PITTSBURG, PA....R. F. Clark, General Agent.....214 Park Bldg.
 PORT HOPE, ONT...H. W. Mitchell, Ticket Agent.....
 QUEBEC, QUE.....A. S. Boisvert, City Pass. Agent, Can. Nor. Que. Stn.
 REGINA, SASK....A. I. Daniel, City Ticket Agent.....1776 Scarth St.
 SASKATOON, SASK...R. F. McNaughton, Traveling Pass. Agt., Corner 2nd Ave. and 22nd St.
 G. Swain, City Ticket Agent. Cor. 2nd Ave. and 22nd St.
 ST. LOUIS, MO....F. G. Wood, Commercial Agent....553 Pierce Bldg
 ST. PAUL, MINN...E. P. Wright, General Agent. Cor. 4th & Jackson Sts.
 J. K. Fackler, Traveling Agent
 SMITH'S FALLS, ONT...P. A. McKeown, Agent.....C.N.O. Station
 SUBURBY, ONT....C. Hardy, Agent.....C.N.O. Station
 TORONTO, ONT....F. V. Higginbottom, City Ticket Agt., 52 King St. E.
 Ivor G. Reece, Traveling Pass. Agt., 68 King St. E.
 A. R. Burk, Traveling Pass. Agent, 68 King St. E.
 W. M. Hood, Traveling Pass. Agent, 68 King St. E.
 TRENTON, ONT....Jas. Shurie, Ticket Agent, Opposite Gilbert Hotel.
 Geo. Sprentall, Agent.....C.N.O. Station
 WINNIPEG, MAN...Geo. A. North, City Pass. Agent, Portage and Main
 F. J. Creighton, City Ticket Agent, Main & Portage Aves.
 J. P. McGuire, Trav. Pass. Agent, C.N.R. Station
 R. J. McBeth, Contg. Fgt. Agt., Main & Portage Aves.